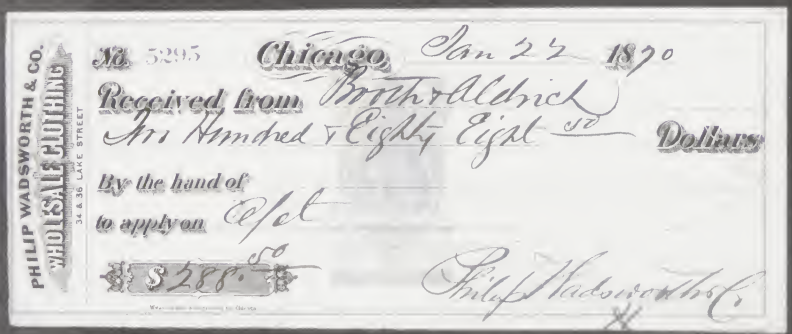
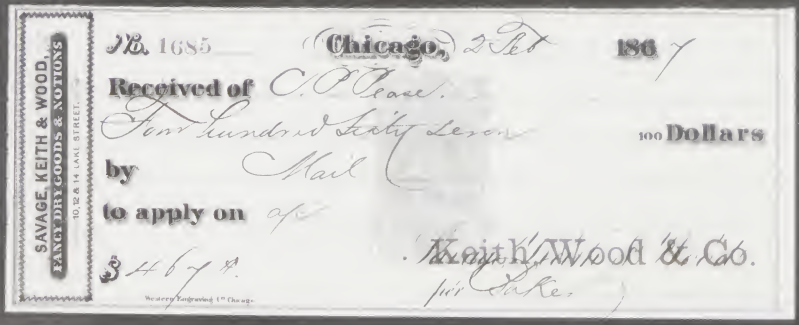
THE CHECK COLLECTOR

April-June 2003 | The Journal of THE AMERICAN SOCIETY OF CHECK COLLECTORS, INC. | Number 66





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To our members:

Write something for *The Check Collector*! We need articles about checks, check-related subjects, and fiscal documents.

We retype all material. Illustrations require an **original** or a **good, clear, black and white copy, preferably as large as can be obtained**. Original checks sent in are copied and returned carefully. Any questions, ask the Editor!

To our advertisers:

Deadline for advertising copy for me is the July-September issue of *The Check Collector* is August 15.

The Check Collector is an effective means of reaching the check collecting hobby, and our membership of collectors and dealers in checks and related financial documents. It contains feature articles about checks and check collecting and news about the hobby.

Advertising orders must be paid in advance and shall be restricted to checks and related fiscal documents, publications, accessories, and supplies. The ASCC accepts advertisements in good faith, reserves the right to edit copy. Copy for ads must be camera-ready or the Editor will set it as best he can.

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All advertisements and payments should be submitted to the Advertising Manager at the address shown above.

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The cover illustrates receipts from neighbors to Phelps, Dodge & Palmer on Chicago's Lake Street in its heyday. Read more about it in this issue's lead article. Then find out about those annoying holes punched in the checks and other documents we collect.

Besides this we get a glimpse of a Maine two-foot railroad (what is that?) and another section of Ron Lesher's gold-medal winning exhibit.

Advertising rates are as follows:
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2 Checks, USA
3 US Government Checks
4 Miscellaneous Fiscals
- Bank Drafts
- Bills of Exchange
- Certificates of Deposit
- Promissory Notes
- Warrants
- Receipts

5. Checks, Great Britian
6. Checks, Canada
7 Checks, World
8. Travelers Checks & Money Orders
9. Specimen Checks
10 Ration Checks
11. Refund/Rebate Checks
12. Other
14. Counter & Modern Checks
20. Vignettes
21. Autographs
22. Railroads, Steamboats, Mining
23. Banking History
24. Security Printing & Printers
25. Check Protectors & Cancel Devices
26. Wells Fargo History
30. Stock & Bond Certificates
31. Revenue Stamped Documents
32. Emergency Scrip

Phelps, Dodge & Palmer - Early Downtown Chicago

by William F. Zieske

Chicago was first built in the early nineteenth century on the shores of Lake Michigan, on low-lying swampland. The streets were nothing but mud most of the year, and attempts to pave it over with logs and wood blocks did little to improve conditions. In the 1860s the town was growing into a city, into the gateway to the great frontier of the American Northwest. Settlers on their way to Iowa, Nebraska, Wisconsin, Minnesota and Dakota Territories made their way through Chicago. Chicago also supplied the growing territories with merchandise, creating an explosion of wholesaling, and later manufacturing, in the city.

Symbolic of its rise in civic stature, George M. Pullman - who later became the luxury railcar manufacturer and founder of the Pullman company town south of Chicago - devised a way of dealing with the muddy streets. Taking his lead, the city began systematically jacking up each of the buildings in its central business district, raising them up to a new street grade and out of the muck and mire. Some buildings were raised as hotel guests were in their rooms above, or dined in restaurants, looking out at the laborers surrounding the building, turning screws to slowly and uniformly raise the foundation.

In mid-century Chicago, Lake Street, running parallel to the Chicago River, was the bustling main thoroughfare for the retail and wholesale trades, and the birthplace of manufacturing in the city. It was the nerve center of the entire American Northwest. Nearly every boot and shoe manufacturer and wholesaler in town, as well as most of the leather merchants, had their offices on Lake Street in the middle of the nineteenth century. The great "dry goods" companies that preceded the modern department stores also had their retail stores on Lake Street, selling the shoes made and warehoused down the street, along with clothing, furniture, and all the requirements of pioneers, farmers, and city dwellers.

One of the shoe companies on Lake Street was Phelps & Dodge Co., established in 1864 by easterners Erskine Phelps and George Dodge at the corner of State Street. It moved down the street to 50 Lake Street and changed its name to Phelps, Dodge & Co. when Nathaniel Brown Palmer 2d, another New Englander, joined the firm in 1865. Palmer was named after his uncle, who was like a father to him. His uncle, the first Nathaniel Brown Palmer of Stonington, Connecticut, was only 20 years old when he was the first to discover the mainland of Antarctica in 1820. The icy peninsula he found below the South Shetland Islands was named "Palmer Land" after the explorer.

The Chicago shoe company is easily confused with the famous Phelps, Dodge Corp. of New York, which still exists after nearly 150 years. The New York company was (and still is) a mining and metals business, and owned whole company towns out West, especially in New Mexico. The shoe company was never incorporated like Phelps, Dodge Corp.; it remained a partnership. It changed its name again in 1867, to Phelps, Dodge & Palmer Co. - to avoid confusion with the New York corporation.

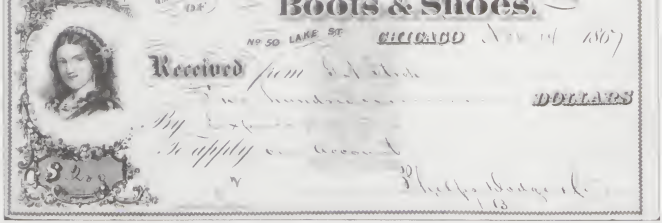


Figure 1. A receipt from Phelps, Dodge & Company of Chicago dated in 1867, either before the name change to Phelps, Dodge & Palmer, or after but the firm was using up its supply of receipts. The receipt tax had been prepaid by the B20 imprint on each so the firm may not have wanted to go to the effort to try to redeem them.

The greatest of the dry goods retailers in nineteenth-century Chicago was established by Potter Palmer on Lake Street. He brought in two partners, Levi Z. Leiter and Marshall Field, and finally sold the store to them when he took an early retirement. He had made a fortune, but he was a man of large schemes and could not rest on his wealth. He returned to Chicago in the 1860s and began buying up large tracts of land in the center of the city, along narrow, dingy State Street.

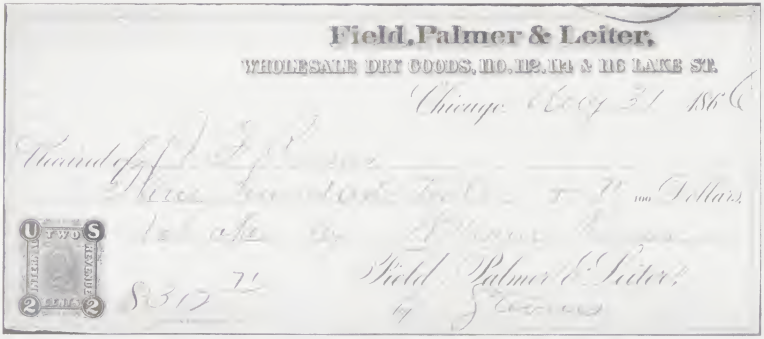


Figure 2. A receipt from Field, Palmer & Leiter dated in 1866 and bearing a black A1 revenue imprint. Chicago is one of the few places other than New York City where type A imprints were used.

State Street ran parallel to the lakefront, perpendicular to the Chicago River and Lake Street. It was Palmer's judgment that the city should not be oriented along the short east-west line of the river. To think big, the city should be orienting itself along the endless lakefront, on a north-south axis. When he had bought up most of two miles along both sides of State Street, Palmer started razing the old dilapidated buildings one by one. He convinced the city to widen the street and add new utilities. He built new gleaming buildings set back from the street, creating a pedestrian boulevard for the most promising retail market at the time: lady shoppers.

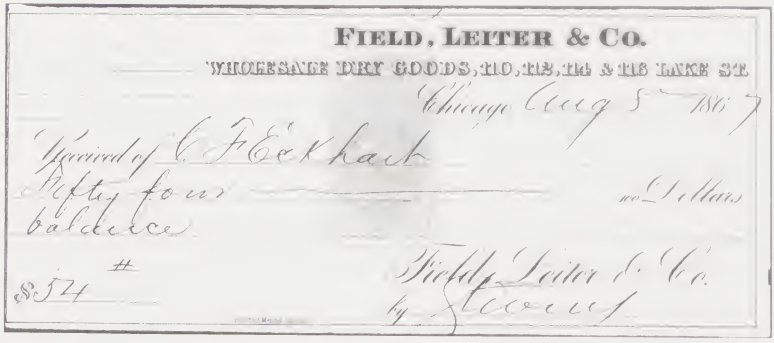


Figure 3. By 1867 Palmer's name had dropped off the receipts. This example has the scarce B23 revenue imprint, with "Good when issued for the payment of money" at bottom without a tablet.

The building he constructed at the corner of Washington Street was dubbed the "Marble Palace," and he rented the grand edifice to his former partners, Field & Leiter. It was a palace for the lady shopper, and they ran it according to Field's famous maxim, "Give the Lady what she wants." Palmer built his new grand hotel, the Palmer House, two blocks south on State Street. The Great Fire of 1871 quickly obliterated all of his efforts, but State Street was soon built again, better than before. Later, Field and Leiter parted ways and each formed their own department stores, but Marshall Field's was the company that survived - his rebuilt store still stands at State and Washington Streets, occupying an entire central block of the Chicago Loop and forming the center of a large regional chain of department stores. The rebuilt Palmer House still welcomes guests two blocks south. And State Street is still a main shopping thoroughfare of the city, according to Palmer's grand plan.

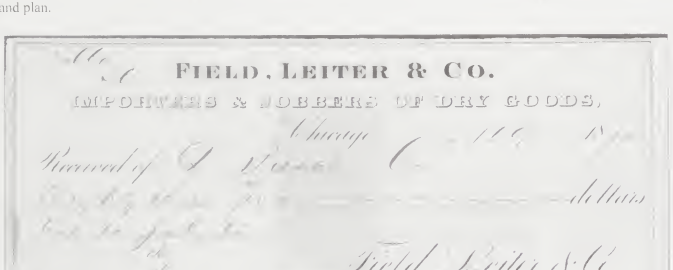


Figure 4. A Field, Leiter & Company receipt from 1870. The revenue imprint is the relatively common B20, with the words "Good when issued by the payment of money" in an octagonal tablet at the base.

In fact, Palmer's plan really did reorient the city to a north-south axis. The north-south streets became the main streets that attracted the prominent businesses. Even the shoe wholesalers and manufacturers moved from the east-west Lake Street down to Wabash Avenue, lying one block east and parallel to State Street, beginning in the late 1860s. Phelps, Dodge & Palmer moved first, in 1869, after a disastrous Lake Street fire, to 48 and 50 Wabash, and rebuilt on Wabash again after the 1871 Great Chicago Fire. All three partners in the shoe venture died childless, and the company's short-lived successor, Edgerton-Sturtevant Shoe Company, closed its doors in 1909.

Dirty, smoky Lake Street never recovered. In the 1890s, elevated train tracks were built like an iron monster over the street, condemning it to permanent semi-darkness. Erastus Phelps and Potter Palmer opposed construction of the ugly, noisy train tracks, and appealed the issue all the way to the Illinois Supreme Court. But they were ultimately unsuccessful. The elevated tracks were built and still circle the city's central business district, giving it its famous name — the Chicago "loop."

William Resske, of Chicago, is not a member of ASCC. He is working on a book titled *"The Great Shoe Company" of Phelps, Dodge & Palmer*.

Perforations Found in United States Checks and Documents

by Chuck Spaulding

I am not a check collector, but when I find a beautifully engraved check, I can't resist the urge to find a place for it in my general collection. Checks are usually pristine and most of them are printed on acid free paper.

I have a modest collection of checks with the Scott RN designs for Revenue Stamped Paper. What bothered me most was to find a beautiful check with a cut cancel or perforation that destroyed the check's original appearance.

After I became a perfin collector, clean perforations got my interest and I collect the checks and documents for the perforated designs that are found in them. The Perfins Club has decided to document these types of perforated designs. The users were financial institutions, government agencies and the businesses that service them. The perforated designs are found in checks and documents such as bonds, shares and deeds.

The research project is much larger in scope and includes all the perfins and perforated designs that are found in United States revenue stamps such as documentary, beer, cigar, wine, oleomargarine, etc. For the past three years a small group of members of The Perfins Club has been conducting research. Some members of The American Revenue Association and The State Revenue Society have joined use. We have set no limits on the size or function of the perforations. They can be as small as a design cut out (punch) or as big as they can get.

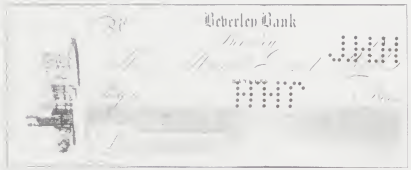
For this article I have assembled some of the check and document perforation types that we have already discovered

The most common type of perforation is a PAID that is usually over or under an adjustable date. Because this type of design is so common, we do not plan to document it. Our documentation will be limited to designs that include a company's name or initials or a Federal Reserve identification number.

The perforated designs may have adjustable dates produced with pins or they may be cut out (punch) designs.

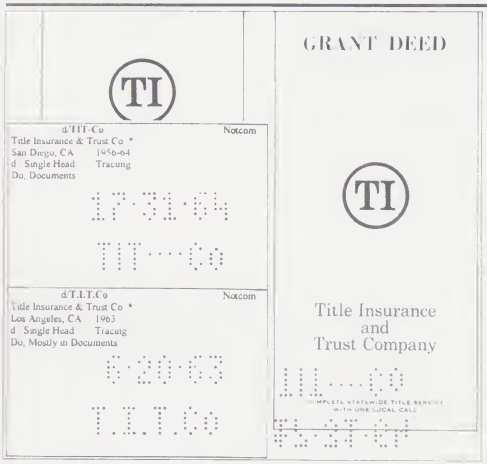
The example on the next page shows the cut out initials HC that was found in a 1927 share. The share was countersigned by The Equitable Trust Company of New York, and the cut out initials were probably the personal perforator of an employee of this bank.

The Bank of New York had a number of different perforators but the one shown only used the initials of the bank. The perforated design BNY was found in a 1968 share.



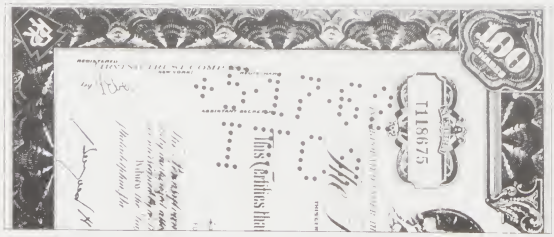
We found the initials J.H.H perforated on a unissued Beverly Bank check. The check looks as though it has been personalized for a customer and is printed in Venetian red. There is no date or indication in which state Beverly is located. We have no idea what the initials J.H.H stand for. Can anyone help us with more information about this perforated design?

We have discovered a number of deeds with the perfin design C.&A.C.. The example shown is one of these deeds. What are not shown are the documentary stamps on the other side that are canceled by this perforator. When The County Recorder of Alameda County of Oakland, California, recorded a document, it was perforated with their initials. The perfin design has been found in postage stamps and is listed In the Catalog of United States Perfins as catalog number C284.51.

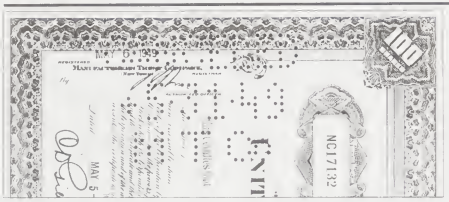


The Title Insurance and Trust Company had offices in different cities in California. Each office had its own perforator. We know of five different perforated designs showing variations of the initials TITCo. I've shown two examples from our project's work sheets. These designs have been found in grant deeds and in documentary stamps.

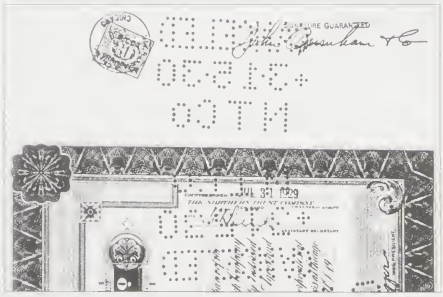
In 1902 the T. Mellon & Sons Bank of Pittsburgh, Pennsylvania, used the perforated design PAID/TM&S. The initials are a good match for the bank name. I apologize for the bad reproduction of the check. I don't own all the material that I'm using as illustrations for this article. Members of our research team always send me good copies of the perforations that they discover but not always of the documents.



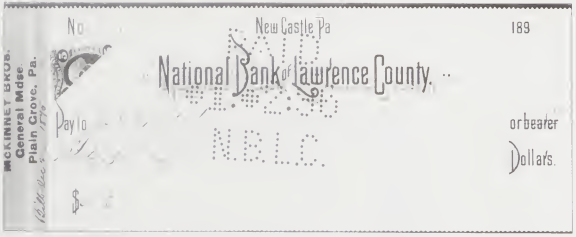
We know of at least three different perforated designs that were used by the Irving Trust Company of New York. Their date/ITCo design was used in a 1962 share.



Manufacturers Trust Company of New York used a three-line perforator that was typical of the designs used by many New York financial institutions. The first line was CANCELED, then an adjustable date on the next line, and the third line had the company's initials. The perforated design CANCELED date/MTCo was found in a 1949 share.



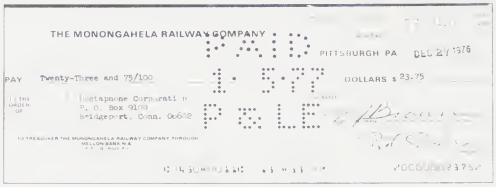
We found similar perforations in other major cities. The CANCELED date/NTCo design was used by The Northern Trust Company of Chicago, Illinois, in issued a 1930 share.

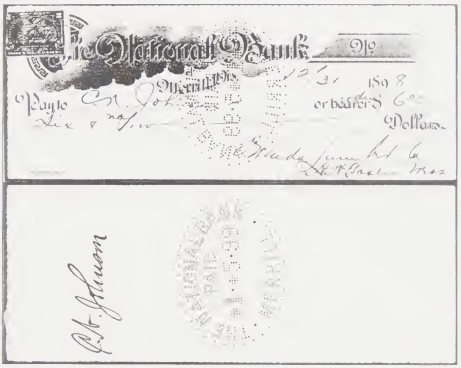


Many companies used PAID in the first line of a three-line perforated design. We found this type of perforation in checks. In 1896 the National Bank of Lawrence County of New Castle, Pennsylvania, used the design PAID/date/N.B.L.C. The initials are a good match for the name of the bank.

[Editor's note: the bisected five cent first issue revenue on this check does not belong there. There was no check tax in 1895, or in 1885, for that matter.]

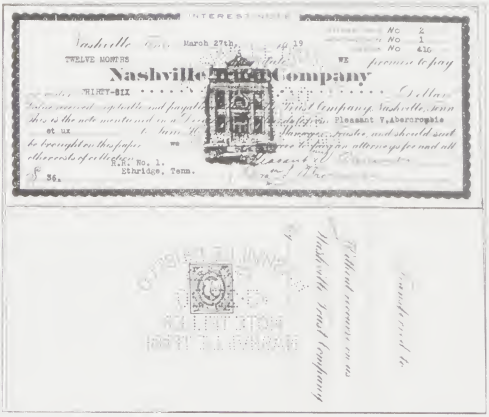
The design PAID/date /P&LE was found in 1976 checks of The Monongahela Railway Company that were processed through the Mellon Bank N.A. both of Pittsburgh, Pennsylvania. The perforated design has no relationship to any of the company names printed on the check face. Even the rubber stamp cancels on the back of the check add no new names. What could the initials P&LE stand for?

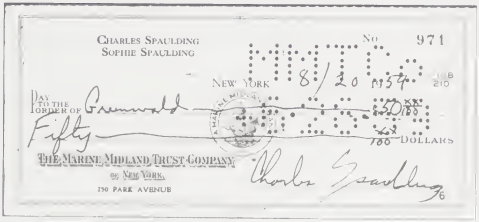




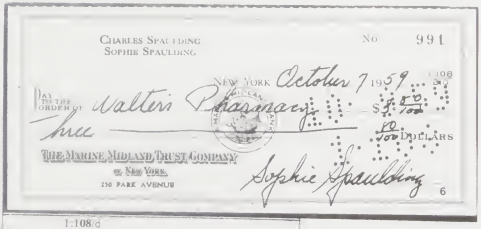
Some banks used more elaborate perforated designs. In 1895-99 The National Bank of Merrill, Wisconsin, used an oval design for its name and location and placed PAID and an adjustable date in the middle of the design. Notice the required 1898 battleship documentary stamp that is neatly placed in the upper left hand comer. Not everyone was so neat. The stamps have been found in various places on checks. The result is that many of these stamps have been found with parts of the bank perforations in them

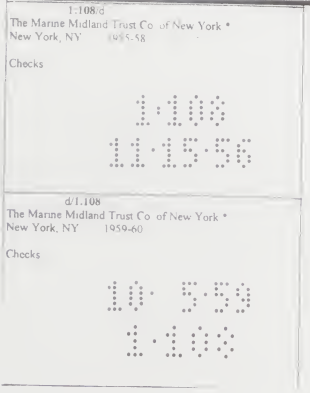
A 1919 interest note from the Nashville Trust Company of Nashville, Tennessee, is an example of a five-line perforator that was used to cancel checks and documents. Notice how the documentary stamp is perforated with part of the perforated design!



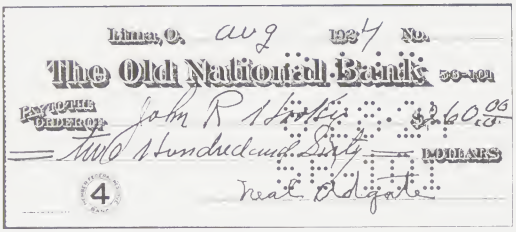


In the late 1950's and early 1960's I held a personal checking account with The Marine Midland Trust Company of New York. My canceled checks were usually perforated with the design MMTC o date.





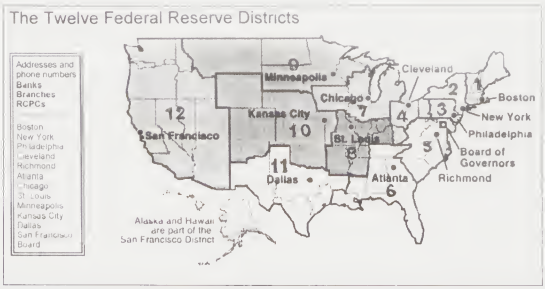
Many of my checks were canceled with a series of numbers plus an adjustable date. The bank used two different number perforations. The designs were 1:108/date and date/1.108. I have included the part of our project's work sheet pages that show these designs. I noticed that the same numbers were printed on my checks next to the date and over another number (210). In those early years, I had no idea of the meaning of the numbers.


Lima, O. Aug 2 1924 No.
The Old National Bank 59-101
PAY TO THE ORDER OF John R Hostetler $260.00
Two Hundred and Sixty DOLLARS
4
Neal Oldgate

It wasn't until I got involved with documenting the perforated designs found in revenue stamps and documents that I realized that the numbers related to the Federal Reserve System. The first check that got my interest was a 1924 check drawn on The Old National Bank of Lima, Ohio. The perforated design in the check was PAID/date/56-101, and this number was also printed on the check after the bank name. I've since learned that these numbers are the bank's identification numbers in the Federal Reserve System. In the lower left corner of the check is a double circle with a large "4" in the middle. Printed between the outer circles is MEMBER FEDERAL RESERVE BANK. We still don't completely understand how the Federal Reserve has changed their system over the years, but we know that there are twelve United States districts. The "4" probably stands for the fourth district in which this bank's checks were cleared. The clearing-house for the fourth district is located in Cleveland, Ohio.

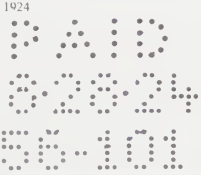
26-2
840
Memphis, Tenn. Oct 4 1954 No. 1326
THE FIRST NATIONAL BANK
PAY TO THE ORDER OF
769578
DOLLARS
Elizabeth Farnsworth

In 1954 The First National Bank of Memphis, Tennessee, used the perforated design PAID/date 26-2. The bank identification number is printed in the upper right corner of the check but this time it is over the number 840. To date, the only explanation we have for this number is that the first digit of a three-digit number and the first two digits of a four-digit number are the Federal Reserve district numbers. In this case (840) the district would be the eighth district and the banks clearing-house is in Saint Louis. We have no idea what the last two digits mean. If you look back at the illustrations of the checks issued after 1924, you will notice a similar fractional number printed on the checks. The only explanation for the foreign revenue stamp on a United States check is that the company that cashed the check was a British company and their laws required a revenue stamp on checks.



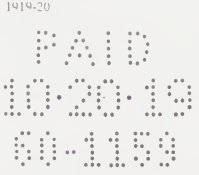
p/d/56-101
The Old National Bank *
Lima, OH 1924

Check



p/d/60-1159
The First National Bank of Fleetwood, PA *
Fleetwood, PA 1919-20

Do, Checks

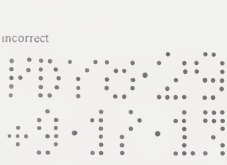


p/d/60-81
Union Trust Company of Erie *
Erie, PA 1929

Check

Pd78.29/d
First National Bank *
Mitchell, SD 1928

Check
Date in perf is incorrect



p/d/60-912
Farmers National Bank of Lititz *
Lititz, PA 1918-22

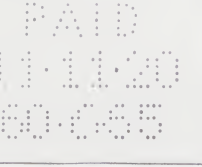
Do, Checks

p/d/80.520
Bank of Keyesville *
Keytesville, MO 1918-25

Do, Checks

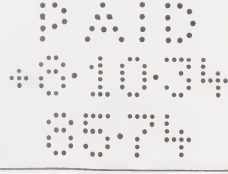
p/d/60.775
Farmers & Merchants Trust Co *
Greenville, PA 1920

Do, Check



p/d/85.74 - 1
Gulfport MS 1934

Bond



Bank identification numbers.

We have been in contact with the Federal Reserve to try to get more detailed information. On their web site http://www.federalreserve.gov/otherfrb.htm they only deal in general terms of how the current system works. To better understand what we have been finding on early checks we require a more detailed history. We would appreciate any help that society members can give us. The Federal Reserve district map shown on page 13 was down loaded from their web site. It's printed in color and it doesn't reprint well in black and white. You may wish to visit their site to get a color copy. If you study the map, you will notice that the district lines don't always correspond to state boundary lines. For example, west Tennessee is in the eighth district and east Tennessee is in the sixth district. This happens with a few other states also.

I've included a page from our project's work sheets to show some of the bank identification numbers that we have discovered. We don't think it was required by law to include a bank's identification number as a part of the perforated design because we found many un-perforated checks with the identification numbers rubber-stamped on the back.

The research for our project is going well. We have discovered well over 4000 perforated designs in revenue stamps and documents. One of the areas in which our information is scarce is the perforated designs that are found in checks and documents. If you would like to help us, please look through your collections and accumulations for perforated designs. Contributors to the project will be noted in the final catalog.

I can be reached by Email at perfinsman @ juno.com and if you live nearby my phone number is (516) 678-6280. My address is 48 Strathmore Lane, Rockville Centre, NY 11570-1848

Obituary

Helen M. Spence. 88, of Boynton Beach, FL., died April 5, 2003. She was a devoted wife and mother and with her ready smile and friendly interest in others, a model and mentor to many whose lives she touched.

She was an Honorary Life Member of the American Society of Check Collectors. Also a member, or steady active supporter, of many other societies and organizations in the U.S.A., Florida and Massachusetts. Included are: Boston Numismatic Society, Palm Beach County Stamp Club, NENA, F.U.N., Fort Lauderdale Stamp Coin Club and the New England Baptist Hospital League.

Helen is survived by her husband of 62 years, Robert A. Spence. Also her son Robert B. Spence and two grandchildren, Robert C. and Allison E. of Pembroke Pines, FL and two brothers and two sisters. Internment was in the Town of Lincoln Cemetery, Lincoln, MA.

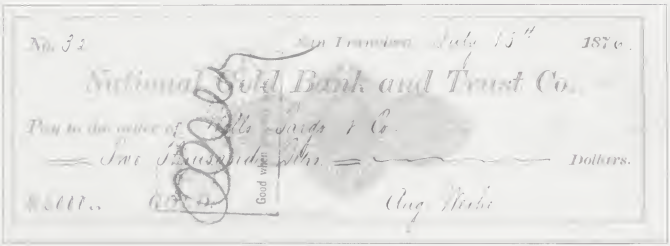
The Two Cent Revenue Stamped Paper of the United States, 1865-1883

by Ronald Lesher

(Part 10)

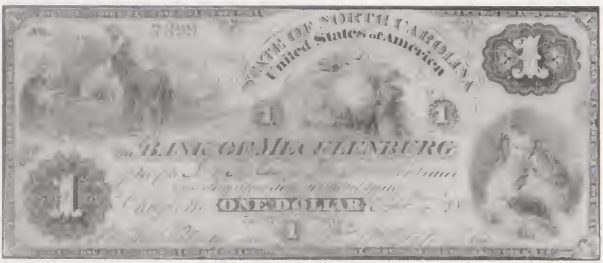
C. AMERICAN PHOTOTYPE COMPANY TYPE D - UNUSUAL USAGES

Payable in Gold



A certified check payable in gold, a fairly late example for a check payable in gold.

Bank of Mecklenburg Scrip



By 1873 the tax on receipts and time drafts had been rescinded. Only bank checks were taxed, so there was no need for the Commissioner of Internal Revenue to examine and approve instruments for imprinting. If he had, it is doubtful that this instrument would have been approved. Since the 1860's circulating currency was taxed at the annual rate of 10%, effectively driving out of circulation all bank notes except for national currency. This "bank note" is in the form of a time draft payable to Mt. Island Mills to skirt that tax on circulating currency. Apparently the Bank of Mecklenburg thought that the stamp would lend authenticity to its bank notes; they certainly were not subject to the two cent tax on checks because they are in the form of time drafts.

[The check at top is printed in red.]

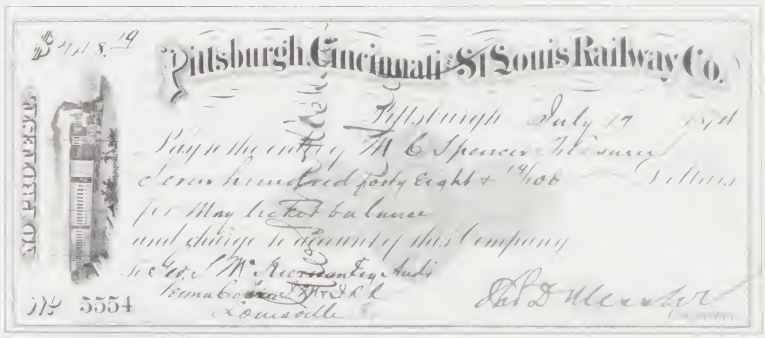
C. AMERICAN PHOTOTYPE COMPANY
TYPE D - BROWN AND BUFF

Brown Imprinted Stamp

Only four recorded copies.

This example is one of the discovery copies that led to a separate catalog listing for the brown color.

Buff Imprinted Stamp

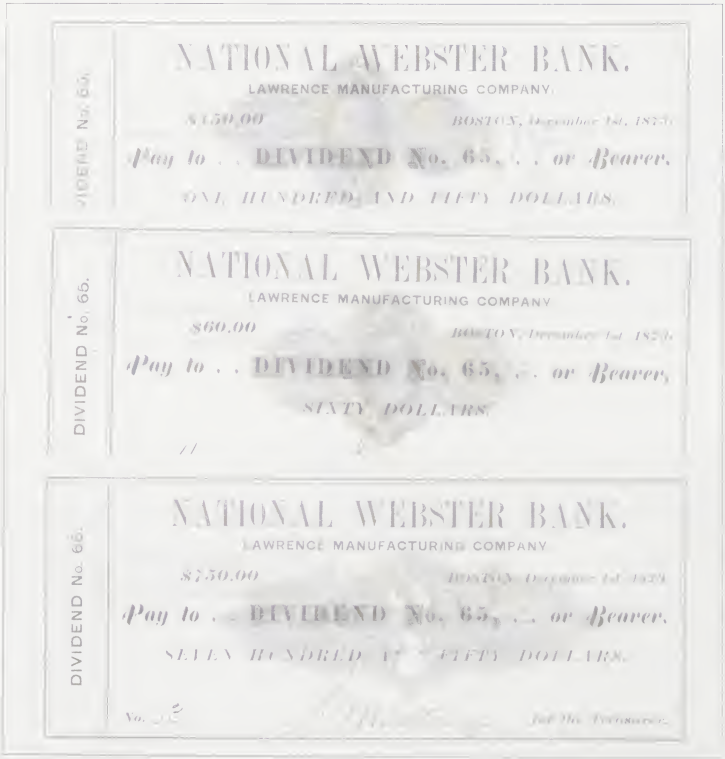


The brown-buff family of colors is almost always seen in the lighter shades.

C. AMERICAN PHOTOTYPE COMPANY
TYPE D - IMPRINTED PAPER SUPPLIED TO STATIONERS

From April 19, 1867 until October 1, 1872 all instruments had to be approved by the Commissioner of Internal Revenue before imprinting. The recent discovery of a letter in the Joseph Carpenter correspondence, dated June 7, 1875 states "... blank paper may be stamped, upon which checks afterwards be printed..." In light of this letter, it is likely that this example was supplied to a stationer or check printer.

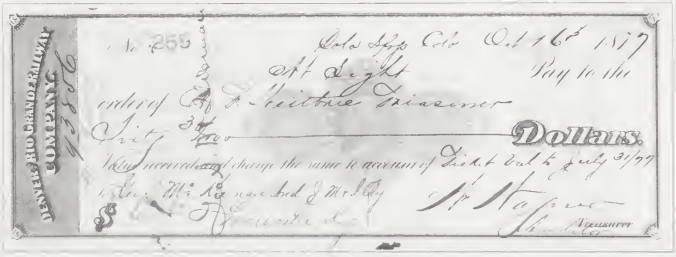
C. AMERICAN PHOTOTYPE COMPANY
TYPE D - INVERTED IMPRINT


DIVIDEND No. 65.
NATIONAL WEBSTER BANK.
LAWRENCE MANUFACTURING COMPANY
$150.00
Pay to . . DIVIDEND No. 65, . . or Bearer.
ONE HUNDRED AND FIFTY DOLLARS.
DIVIDEND No. 65.
NATIONAL WEBSTER BANK.
LAWRENCE MANUFACTURING COMPANY
$60.00
Pay to . . DIVIDEND No. 65, . . or Bearer,
SIXTY DOLLARS.
DIVIDEND No. 66.
NATIONAL WEBSTER BANK.
LAWRENCE MANUFACTURING COMPANY
$750.00
Pay to . . DIVIDEND No. 65, . . or Bearer.

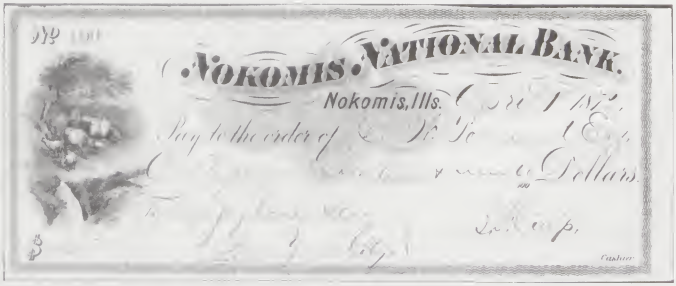
The Dividend No. 65 checks of Lawrence Manufacturing Company present the most convincing case discovered to date of checks that were printed on blank imprinted paper supplied to the stationer. It is inconceivable that some of the dividend checks were sent to American Phototype in New York City and the remaining ones were sent to Trochsler in Boston. Rather, it seems more plausible that the stationer, in the midst of printing the checks, ran out of the American Phototype imprinted paper and switched to what was on hand, imprinted paper from Trochsler. Thus the inverted imprint was produced by the stationer, not by American Phototype Company.

C. AMERICAN PHOTOTYPE COMPANY
TYPE D - INSTRUCTIVE CLAUSES FOR SIGHT DRAFTS

"Good Only for Sight Draft"
In Two Lines at Lower Left of Stamp



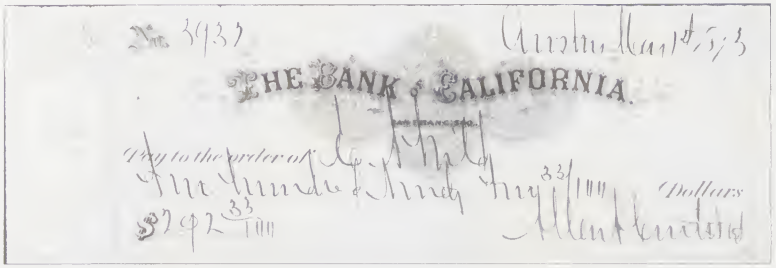
"Good Only For Bank Check"
In Two Lines at Lower Right of Stamp

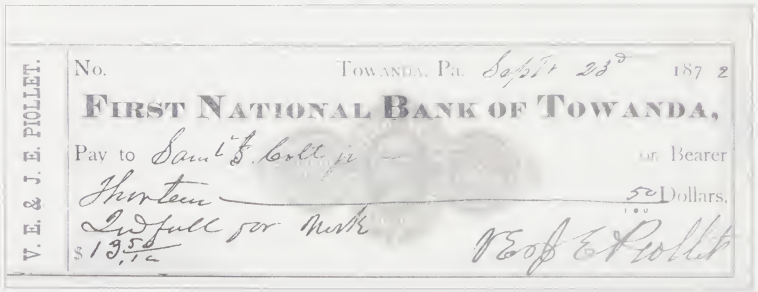


The small type of instructive clause "good only for sight draft" was printed on instruments which previously had had instructive clauses even though the need for this feature had ended October 1, 1872. Only three recorded users and seven examples are known of the "good only for bank check" clause at the lower right of the design.

C. AMERICAN PHOTOTYPE COMPANY
TYPE D - INSTRUCTIVE CLAUSES FOR BANK CHECKS

"Good Only For Bank Check"
Incorporated Into Stamp Design





The need for this imprint with "Good only for bank check" incorporated into the design ended October 1, 1872 when the tax on time drafts was abolished. Apparently out of force of habit, this imprint with incorprated instructive clause was imprinted on instruments which had had the instructive clause.

[The top check has a yellow underprint, and the main text is printed in green.]

This is the tenth installment in a continuing series which will eventually reprint Ron Lesher's gold-medal winning exhibit of two-cent Civil War revenue stamped paper. It will be continued in the next issue.

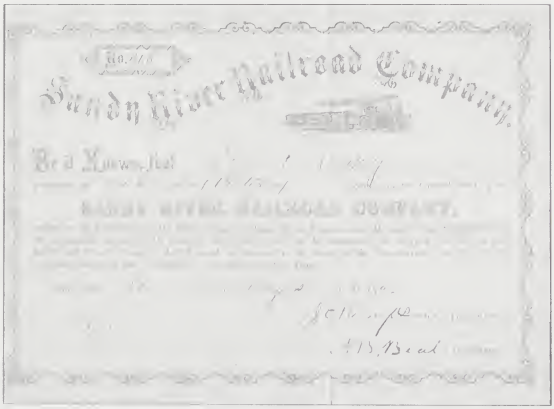
Comments in brackets were added by the Editor when it was not obvious from the text as to the color of the checks and/or imprints.

Maine Two-Foot Railroads

by Coleman Leifer

While narrow-gauge railroads operated in many states, especially in the Western U.S., the usual width of their track was three feet. The State of Maine had a number of railroads with a two-foot gauge. This gauge was especially suitable for navigating the rough timber country of central Maine.

The first of these two-footers was the Sandy River Railroad, which was built in 1879 and ran from Farmington to Phillips, Maine, a distance of 18 miles. The railroad spawned several connecting two-footers, including the Franklin and Megantic and the Phillips and Rangeley.



In 1905 the Sandy River and the Franklin and Megantic Railroads merged to form the Sandy River and Rangeley Lakes RR. They were joined in 1911 by the Phillips and Rangeley. The combined lines had 120 miles of track. The line, which connected with a standard-gauge Maine Central line at Farmington, Maine, served the Rangeley Lakes tourist area and hauled logs to wood-processing mills and the products of these mills (including toothpicks and clothespins) on their way to market.

Other Maine two-foot lines included:

Bridgton & Saco River
Kennebec Central
Kingfield & Dead River
Monson
Wiscasset & Quebec
Wiscasset, Waterville & Farmington

The two-foot lines gradually fell victim to highways and economics. The original SR&RL operated until 1935. The last of the two-footers, the Monson which, at six miles in length was the shortest, survived until 1943. There are issued stock certificates available for a number of these lines other than the Sandy River. They are quite scarce and generally priced at $100 and up.

The Sandy River and Rangeley Lakes name has been revived as a tourist railroad using part of the original Phillips and Rangeley track at Phillips, Maine.

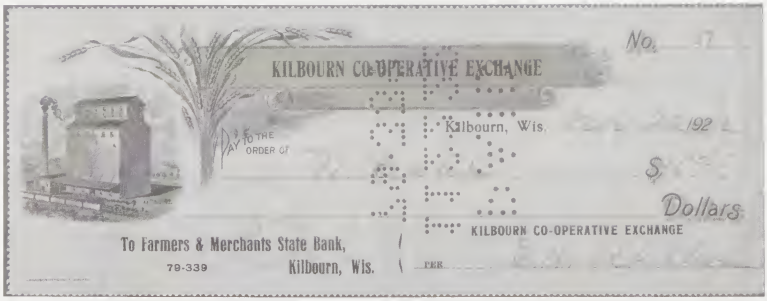
Illustrated with this article is the only surviving two-foot locomotive. Built in 1906, it operated originally on the Sandy River, then the Sandy River and Rangeley Lakes, then the Kennebec Central and finally the Wiscasset, Waterville & Farmington. It is currently being restored by the WW&F Railway Museum.

Sources:
www.coxrail.com (for available stock certificates)
www.srrl-rr.org (Sandy River & Rangeley Lakes Railroad (a division of the Phillips Historical Society - illustration of the locomotive and history)
www.wwfry.org (Wiscasset, Waterville & Farmington Railway Museum - history)

Letter to the Editor

Dear Mr. Hohertz:

Just wanted to tell you that I enjoy the "Check Collector Journal" very much. I'm a fairly recent convert to check collecting, and I really enjoy it. One of the things that I collect are checks from state capital cities – do you by any chance have an extra Jefferson City, MO check to trade or for sale? [Ed note: sorry - I don't.]

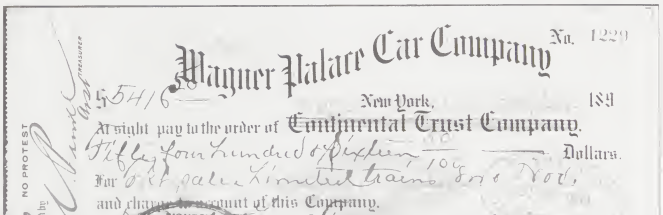


The enclosed check from Kilbourne, Wisconsin was found locally. The name was changed to Wisconsin Dells in 1927. It's a nearby tourist town.

Best regards,
Jim Adams

Announcements

There are no announcements worth making this quarter, so will share a recent acquisition with you:



The Wagner Palace Car Company was a competitor to Pullman until January 1, 1900, when Pullman bought them out. This merchant's draft calling on the Lake Shore & Michigan Southern Railway to pay its ticket balances directly to the Company was dated December 20, 1899, very near the end of the Company's independent existence.

BH

Member Exchange

Railroad transportation tickets and passes wanted by collector. U.S. pre-1930. I also have some for trade or sale. **Dan Benice**, Box 5705, Cary, NC 27512. Phone 919-468-5810.

Wanted: Pre-1855 checks drafts with revenue stamps or imprints. Describe fully, include best price. Will also trade duplicate RN's. **Steve Willock**, 8850 Calle Buena Vista, Oro Valley, AZ 85737.

Wanted: British India Victorian parchment documents with leather stamps. Can pay up to $2,000 for high denomination stamps on documents. **Narendra Sengar**, 19 Gokaghat, Kanpur-208 004 (India). E-mail narendra_1943@sify.com.

Collector of Missouri checks looking to trade and correspond with other collectors of Missouri financial paper. **Gregg Voss**, 13 Roland Ave., Ballwin, MO 63021. Phone 314-230-9274.

Wanted: early U.S. picture postcards - have nice checks to trade. **Gary Ronk**, 6247 Cove Road, Roanoke, VA 24019. Phone 540-562-2368.

Wanted: RN checks, drafts, documents from AK, DC, NJ, WY. Will buy or trade. Send photocopies/scans with asking price. **Peter Martin**, POB 791, State College, PA 16804. E-mail pmartin@aol.com.

Exchange postings will be taken from ASCC members who are collectors only. Postings of 20 words or less are free; please remit $3 each issue for postings of 21 to fifty words. Name and address do **not** count toward the 20 words.

Neither the Editor nor the ASCC can be responsible for compliance with any promises made in postings, or in response to them. Be very clear as to the value you place on your material when discussing a trade. Fairness and common courtesy are to be expected, but common sense must rule.

Secretary's Report

Coleman Leifer

This report includes changes received through May 27, 2003

NEW MEMBERS

1761	CONWAY, JOHN (C/D) PO Box 155 Alexandria SD 57311 (thru SPMC)	2 (Western Territorial), 21, 26, 30, 32
1762	EDWARDS, PAUL 12 Charlene Ct Robbinsville NJ 08691 (from ASCC website)	1, 2 (NJ - Bordentown, Lambertville, Trenton, Cape May), 3, 4, 20, 22, 31
1760	JEFFERSON, DR. MILTON T. 4023 Pawnee Dr. Liverpool NY 13090 (by Robert W. Byrd)	1, 2(MA, NV, NY), 21, 31

ADDRESS CHANGES

0906	KETTERLING, DON Certified Assets Mngmt, Inc. 5855 Topanga Canyon Blvd, #330 Woodland Hills CA 91367-4620	2 (Western Territorial), 20-23, 26

DROPPED - NPD

1645 ACKROYD, ALAN (C/D)
1706 ADAMS, ANN E.
1700 BODE, JOYCE (C/D)
0943 BRENNEMAN, W. EARL
1732 BURDICK, DR. DON
1734 CAUCKWELL, KARL
1641 FARR, DON
1718 FIORE, MICHAEL J.
0728 GAYHARDT, ART
1295 HOOBER, RICHARD T. JR. (D)
1525 HORNBACHER, RUSS (C/D)
1739 KRUSE, KENNETH A.
1692 LEDGERWOOD, JOSEPH
1619 LIPTON, MARSHALL
1594 MAJNI, BOB
1209 MORRISSEY, MICHAEL (C/D)
1715 O'NEIL, ANTHONY
0421 OSTRER, LOUIS C. (C/D)
1737 PAGE, HOWARD K.
1387 REEVES, JAMES J. (C/D)
1648 ROSS, GRAHAME A. (C/D)
1738 VROOMAN, ALLAN V.

DECEASED

1070 DERWART, GEORGE

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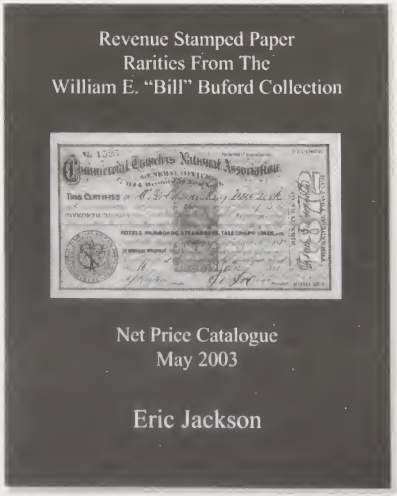

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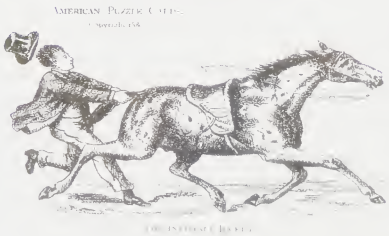

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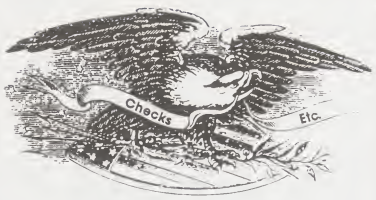

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